

# SHIPPING & WATERFRONT NEWS

## MATSON SERVICE FROM SOUND SUSPENDED

On account of labor troubles along the Pacific coast the Matson Navigation Company has suspended their service between Puget Sound ports and the Hawaiian Islands which has been maintained by the company with the two steamers Hilonian and Hyades, according to a wireless received by Castle & Cooke, the local agency.

As a result connection between the islands and the mainland is now restricted to San Francisco alone and unless the strike can be settled in the immediate future or arrangements made whereby the goods generally shipped from the Puget Sound can be sent from San Francisco the effects of the strike will be felt here more acutely.

## STEAMSHIP LINE TO FURNISH FOLDERS ON ISLAND ATTRACTIONS

Plans for a great publicity campaign for Hawaii by the Great Northern Pacific Steamship Company have been outlined, according to L. W. de Vis-Norton, Honolulu representative of the Hawaii Publicity Commission.

According to the word received the Great Northern will print the booklets at their own expense, and Norton will furnish a number of photographs showing the beauties of Hawaii. The booklets will deal with Hawaii and the volcano, and the Great Northern will aim at featuring the volcano as a tourist mecca.

As July 4 is a holiday the Inter-Island Steam Navigation Company will not accept freight on that day except baggage and ice-house goods. Therefore, all freight should be sent in Monday to go on the steamers Kinan and Mizahala, sailing to Kaula and Maui respectively.

## NOTICE TO SHIPPERS AND PASSENGERS.

On account of Tuesday, July 4th, being a legal holiday, this company will not receive freight that day other than baggage and icehouse goods.

The steamers "Kinan" and "Mizahala" will be despatched Tuesday, July 4th, on regular time, 5 p. m. Freight for these steamers will be received Monday.

## HARBOR NOTES

The Matson steamer Hyades sails from San Francisco tomorrow for Honolulu.

The steamer Columbia, hence June 19 with pineapples, arrived yesterday at San Francisco.

The Russian steamer Naika from nitrate ports is due to arrive here July 4 for bunkers.

The Matson steamer Manoa will leave San Francisco July 3 instead of July 4 for Honolulu.

The Matson steamer Lurline will leave this evening at 8 o'clock for Kanae and Kahului.

The Matson steamer Hilonian will arrive here tomorrow from Seattle. She is not bringing mail.

The next mail from San Francisco will arrive on the Matson steamer Wilhelmina Tuesday morning.

The next mail for San Francisco will go on the Oceanic steamer Sonoma Tuesday afternoon at 5 o'clock.

The Matson steamer Hilonian is due to arrive here tomorrow from San Francisco. She has 2490 tons of freight for Honolulu.

The Canadian-Australian steamer Niagara, from Honolulu June 23, arrived at Victoria yesterday morning and Vancouver in the evening.

The T. K. K. steamer Nippon Maru, scheduled to arrive here tomorrow, will not get here until Tuesday afternoon or Wednesday morning.

The American steamer Governor Forbes, recently reported sold, is reported to have left San Francisco June 24 on a direct run to Manila.

The Nihil, the new cabin launch of C. W. Case Deering, which arrived Wednesday on the Lurline, will be given her trial trip this afternoon. She is 55 feet over all and is equipped with a 75 horsepower engine.

The Inter-Island steamer Kilanea will leave Kahului at 11 p. m., Tuesday, July 4, on her return trip from Maui. Everybody is requested to be at the pier at 11 o'clock as the last barge will leave for the steamer at that time.

The Japanese steamer Aikoku Maru, which on her last call here in May, lost three seamen overboard, is due daily from Japan with over 3000 tons of coal for the Inter-Island. The Mandan Maru is also due next week with 4700 tons of coal.

The Oceanic steamer Sonoma, due here Tuesday morning, is 1275 tons from Honolulu at 8 o'clock this morning. She has space for only 60 tons of cargo from here for San Francisco and will, therefore, not take any bananas, canned pine or sugar.

The Argentine government has made a large appropriation to finance a campaign against locusts, chiefly by propagating parasites of the insects.

## B. C. TO CREATE A MERCHANT MARINE

With a view to assisting the construction and operation of cargo carriers and the creation of a British Columbian merchant marine fleet, a bill has been introduced in the legislature of British Columbia providing for a 55 per cent loan to shipbuilders and yards, the total provision amounting to \$2,000,000.

As a result several firms have announced their intention of starting immediately upon the construction of vessels. The act provides for the province to make loans amounting to 55 per cent of the value of the ships built, construction to be under the supervision of the board and upon plans and specifications approved by the board.

The loans in direct aid to shipbuilders will be paid to the owner of each ship up to the number of not more than 20 ships constructed and launched in this province after the coming into effect of the act, in 10 annual instalments, each instalment being computed so as to bring the net earnings of the ship, in respect of which aid is granted, up to 15 per cent of the actual cost. The subsidy paid in any one year, however, shall not amount to more than 5 per cent deadweight capacity.

The first annual payment will be made in the first year after peace is declared and thereafter annually. It is stipulated that this annual subsidy shall be paid only so long as the ship remains in continuous British Columbia service, that is, carries cargo from British Columbia and brings return cargoes to that province. No subsidy will be paid to any middleman or promotor; and the subsidy will not be subject to assignment or attachment, and will be a first charge upon the ship.

Provision also is made for aid to shipbuilding plants to the extent that the commission may advance in securities to the amount of 55 per cent of the actual cost of such plant, as certified by the commission. Great care has been taken in providing for the conduct and operations of the commission, the first 43 sections of the act being devoted to that purpose. The commission will be a permanent body and have powers to own, buy, lease, manage, charter, build, rebuild and repair ships and all kinds and descriptions of property.

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Table with columns: Bid, Asked, Bid, Asked. Includes sections for MERCANTILE, SUGAR, MISCELLANEOUS, and BONDS.

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Explain Why Coffee Hurts Many Dr. W. A. Evans, prominent Chicago physician, who edits the "How to Keep Well" columns of the Chicago Tribune, said in that publication under date of March 7, 1915: "Coffee is a drug. Those who are addicted to its use are drug addicts. From the standpoint of public hygiene the coffee question is worth while. It is the most widespread form of drug addiction." Some coffee drinkers go on for years without seeming harm, but with others the telltale effects of the drug, caffeine, in coffee, show in various ills and discomforts, such as headache, biliousness, indigestion, nervousness, sleeplessness and heart disturbance. When the health of a coffee-drinker begins to suffer it's high time to quit the coffee. The change to Instant Postum is easy and pleasant. Better health usually follows and a ten days' trial proves. Postum comes in two forms. The original Postum Cereal must be well boiled. Instant Postum—a soluble powder—is made in the cup. No boiling required. The two forms of Postum are equally delicious and the cost per cup is about the same. "There's a Reason" for Postum